Washington State Department of Transportation

Inspector's Daily Report

IDR Sheet 1 of 1 Sheets	Final Record Book	Page
Contract	Day	Date
C-7852	Tuesday	August 10, 2010

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

8:00 am to 10:30 am
I arrived on-site around 8:00 am and met with Brad Schut around Jenkins Knob. I spoke with Steve Lowell and he requested that we inquire about capabilities of the drilling equipment utilized for drilling the rock bolts and dowels. Robert Hawkins (WSDOT inspector) asked the driller and he informed him that the drill equipment can reach vertically 8.5 feet with the designed 15 degree inclination and approximately 9.5 feet horizontally.

Brad and I walked upslope to approximate station LW 1333+50 to 1334+00 (8/9/2010 blast) and located three 25 foot long Type L pattern dowels located approximately 12 feet below the crest of the cut (as per plan), two 25 foot long Type L spot dowels and three 25 foot long pre-excavation dowels to approximate elevation 2615 MSL (Figure 1). The blasters requested to conduct a small pioneer shot around approximate station LW 1334+00 to 1334+25 to clean up the slope for the next bench. I discussed this request with Steve Lowell and he indicated that this was acceptable as long as all the dowels were installed.

10:30 am to 12:00 pm
Pacific Blasting arrived on-site and WSDOT inspectors worked with them at the soil nail wall. I waited for Brad to review the slope on the west side of the project around station LW 1316+25 to 1317+50.

12:00 pm to 2:00 pm
Brad and I reviewed the slope around station LW 1316+25 to 1317+50 to approximate elevation 2555 MSL. The rock appeared to be better quality than Lift 1; however, there are still localized zones of very weak, friable basalt bedrock with wet zones (Figure 2). I discussed the inspection with Steve Lowell and he indicated that he and Norm Norrish discussed the west side of the project and they decided they wanted the poorer quality bedrock exposed to grade and we would reassess the slope once the entire length is open. Following this assessment, we would determine what needs to be done at this location. I told Brad that we can continue to blast and muck this section as long as the prism and strain gauge systems were working within the contract specifications.

I left the site and returned to the Hyak Office around 2:30 pm to work on the IDR for my 8/9/2010 site visit.

Michael P. Mulhern
Signed Inspector

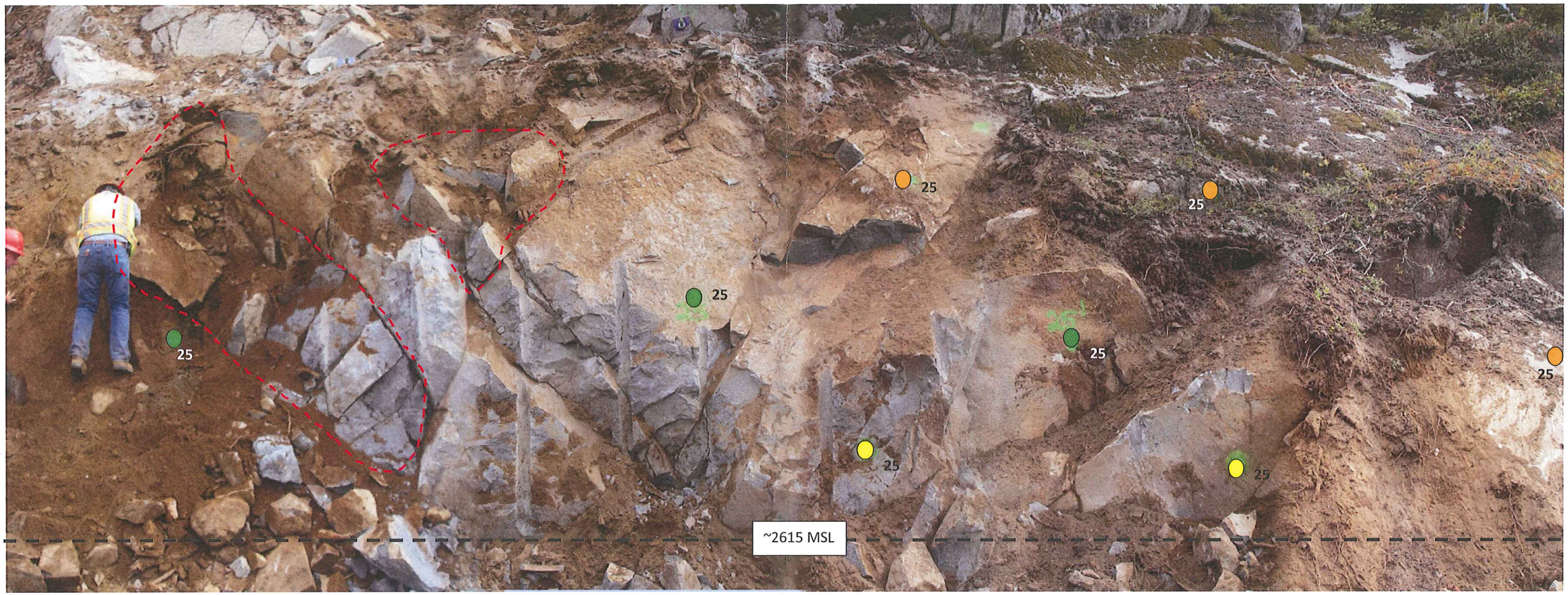

Figure 1. A photograph showing Lift 1 inspection from approximate station LW 1333+50 to 1334+00 to approximate elevation 2615 MSL.

25 – Type L Pattern Dowels (Minimum Length in Feet)

25 – Type L Spot Dowels (Minimum Length in Feet)

25 – Type L Pre-Excavation Dowels (Minimum Length in Feet)

Approximate Scaling and Dressing Locations

Figure 2. A photograph of the exposed slope at approximate station LW 1317+00. Note the localized zones of poorer quality, weak, friable basalt bedrock.